

Clemson University



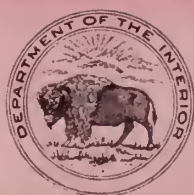
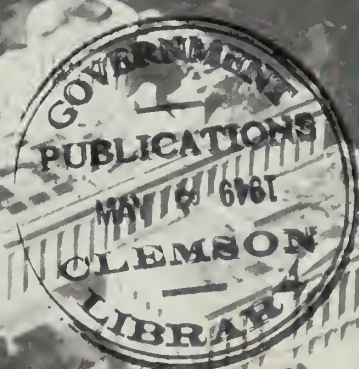
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TRAVEL USA

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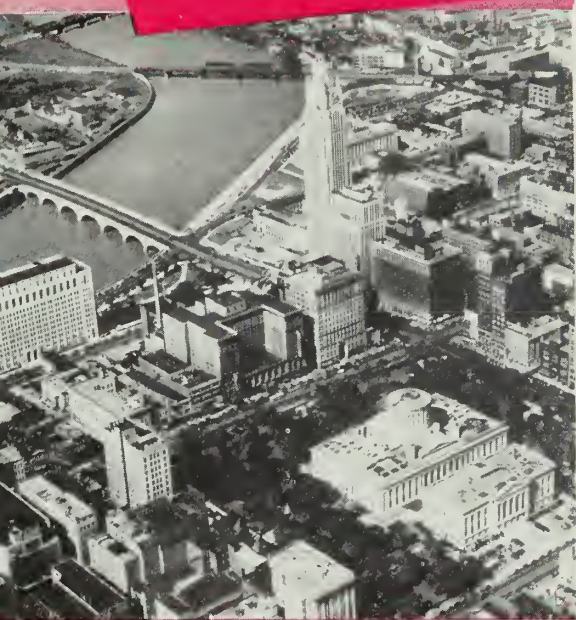
UNITED STATES TRAVEL DIVISION

TRAVEL USA

MAY 1949

Vol. 1

No. 8



FRONT COVER

Downtown Columbus, Ohio.
Courtesy Columbus Chamber of Commerce.

BACK COVER

Kalapana Black Sand Beach, Hawaii.
Hawaii Visitors Bureau photo.

Issued monthly by

The U. S. TRAVEL DIVISION NATIONAL PARK SERVICE

**DEPT. OF THE INTERIOR
WASHINGTON 25, D. C.**

as a medium for the exchange of ideas beneficial to the development of travel. TRAVEL USA describes services offered to the industry and the traveling public by the United States Travel Division and other organizations in the travel field. Free on request to organizations and individuals engaged in travel and related activities.

*Approved for issuance by Bureau of the Budget,
August 30, 1948*

DEPARTMENT OF THE INTERIOR
J. A. Krug, Secretary

NATIONAL PARK SERVICE
Newton B. Drury, Director

UNITED STATES TRAVEL DIVISION

James L. Bossemeyer, Chief
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Walter Slavik, Editor

Four-Season Travel

Right now, with spring in the air, should be an appropriate time to devote a little attention to that matter close to the hearts of travel men, four-season travel.

The four-season travel idea holds the formula for curing all or nearly all of the ills that beset the travel industry. The idea, properly sold to Mr. John Q. Public, could transform the travel business from a feast and famine proposition to a good steady year-round business.

Years ago when help was cheap and abundant, a seasonal operation was not so bad. Today with help neither cheap nor abundant it is a different proposition. In the old days a 2- or 3-month operation could make money. The other day the operator of one of the largest resorts in the east told us that his company enjoys a fine business for 9 months of the year, but the other 3 months puts them in the red. So he is spending substantial sums in advertising to build up his winter business and he is using every means that good talent can devise to make his resort pay during December, January, and February.

Travel officials have long been aware of the merits of four-season travel. We talk it in all of our conventions and meetings and exchange ideas about it in our publications.

But sometimes we wonder if enough of a frontal attack has been made on John Public with respect to four-season travel. He sees some attractive advertising lay-outs about spring flowers, autumn colors, winter sports, and other seasonal travel attractions, but has he had any appreciable amount of personalized logic presented to him, why he should plan to take his vacation during months other than June, July, and August?

Has anybody shown him how he can save money during the "off season," get better service, have more space to himself, get more rest and otherwise profit by avoiding the peak months? Perhaps a few travel organizations have made serious efforts along this line, but not enough to do the job that needs to be done.

The United States Travel Division is working on a leaflet for popular distribution through which the division is going to try to help convince John Q. What is your organization doing?

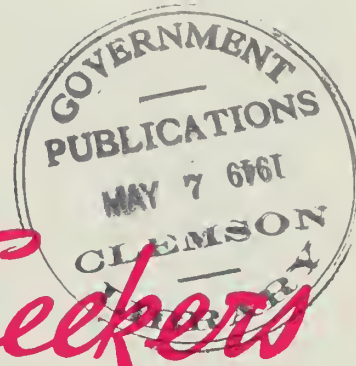
They Counsel the Nation's



Holiday Seekers

Newell Grinnell

President, American Society of Travel Agents, Inc.



Recently there came to light a gem of a letter written nearly 300 years ago by Sir Isaac Newton to a friend about to embark on a journey from England to the Continent, who asked the distinguished scientist and philosopher for some practical tips on traveling.

Newton set down do's and don't's governing personal behavior in strange places that are as cogent today as they were in the seventeenth century; and applicable alike to the 2-week tourist who visits the Grand Canyon and the round-the-world-cruise patron.

This decalog of travel behavior qualifies Sir Isaac as the patron saint of the travel industry. Certainly he was the forerunner of the thousands of men and women who labor daily to give millions of recreational travelers constructive advice on where to go, how to go, and what to do.

This force of professional experts, better known as travel agents, plays a strategic role in the vast recreational travel business—a role that is often neither properly understood nor thoroughly appreciated.

The travel agent is the point-of-sale contact between transportation companies, hotels, resort areas, and all the others who vie for more tourist patronage and the consumers who buy their wares. Nearly 600 of these travel purveyors have banded together under the banner of the American Society of Travel Agents to provide a cumulative sales power that is unmatched in the industry. ASTA members, all of whom have been subjected to the most thorough screening with respect to their technical ability, financial standing, and adherence to sound business ethics, are located in more than 240 communities in 44 States and in Canada. Precise figures are not available, but the best estimate is that last year this army of travel merchants sold some \$250 million of recreational travel to the U. S. public—domestic as well as foreign.

At a cost to carriers, hotel, and resort operators that is only a fraction of the expense of maintaining branch offices, these travel merchants provide vacation "shopping centers" for millions of Americans located in cities and towns and hamlets in virtually every section of the country. In appearance these shopping centers are quite different from the super markets that have become such an integral part of the American way of life. But in variety of offerings and range of merchandise, the travel agent's premises are as serviceable and as vital as the Food Fair, the A&P, the Big Bear, or the hundreds of other markets that are by-words to the American housewife.

The travel agent draws from his vast fund of personal experience to help the prospective recreational traveler pick the kind of trip that will furnish the relaxation, fun, stimulation, or whatever it is the traveler seeks, at the price he can afford to pay.

The travel agent does more than sell tickets. Often he combines the mechanical know-how of a traffic manager with the human know-how of a Beatrice Fairfax—with a sprinkling of Emily Post for good measure. Travel advice is an intensely personal matter.

Having helped the client decide where to go, how to go, and when to go, the travel agent removes the irksome details of passports, visas, and tourist cards. He provides travelers' checks; arranges for baggage transfers; takes care of the traveler's insurance needs, including accident, property loss while in transit, and even household effects during the vacationer's absence. He sets up and confirms hotel accommodations, and trims away all the other little fringes that are so essential—but often nuisances—in planning recreational travel.

In short, the travel agent regards his mission as the creation of recreational travel—coupled with doing everything humanly possible to help people extract the maximum enjoyment from their vacation expenditures. For most of these services he receives no compensation from the client. The traveler pays published rates for transportation and listed prices for all-expense tours. The agent's income is derived primarily from commissions paid by carriers, hotels, and resorts.

"See Your Travel Agent" has become a byword in national, regional, and local travel and transportation advertising. That phrase is good advice for the consumer. And it's good business for the thousands of carriers, hotels, and resort areas that have established a direct line of communication with prospective customers everywhere through the unique services rendered by America's travel merchants.

Quarterly Calendar of Events

Available to the general public as well as travel people, with an accent on information rather than format, the United States Travel Division's first Quarterly Calendar of Events is expected off the press by June 1, for the summer quarter June–July–August 1949. The present monthly calendar on the inside back cover of TRAVEL USA will be continued also.



The Swing is to Spring . . .

Garth Cate


*Director, Travel and Trade Department, Scripps-Haward Newspapers
Chairman, National Association of Travel Officials Committee on
Year-Around Vacations*

The year-round vacation idea—a “natural” if there ever was one—has caught on more quickly than any ever offered the recreational travel trade and its tens of millions of cash customers. The swing not only is to spring, as Greyhound rightly clarions, but also to fall. And also, more people will be going south this summer, and north next winter, than ever before. Millions of new “paid vacationists,” the shortage of “in-season” facilities (no new construction during the war and very little since) plus excellent promotion by many regional groups and generous support from the press, have added up to a substantial extension of the regular seasons. Scores of resorts opened earlier, closed later, many changed over to year-round operation.

But the battle for “season-all” instead of seasonal vacations is far from won. The whole recreational travel industry, faced with rising costs and operating on a “fixed charge-no inventory” basis, recognizes that to break even or show a profit, it must have a longer season or higher average house count. Fortunately millions of vacationists have already seen the wisdom of taking an early or late vacation, or a winter and a summer holiday.

“Vacationists More and More Disdainful of Set Seasons” is the significant headline in the Cleveland Plain Dealer on Harry Smith’s keen analysis of this new vacation trend. “Plan for All-year-round Vacations Gains Favor in U.S.,” says a 7-column head in the Cincinnati Post, while the New York Herald-Tribune banner-headers “Vacation Time is When You Want It—and There’s No Need to be in a Crowd.” Modest Tennessee advertises “Early or Late—It’s a Beautiful State,” while Miami Beach says “Fun—Thrills—Luxury—Around the Calendar,” and Oregon’s invitation reads “Take a Tip from the Pelicans—See Oregon in the Spring.”

Yes, the vacationist is getting it from all sides these days. And millions of them would like to just pick up and go. But easier said than done for many. The ways and means must be there, too. Factory “close-downs” or “mass vacations” are a great hindrance. State and city governments and chambers of commerce, working with trade unions, must secure the cooperation of large



Cherry blossom photo, courtesy Traverse City, Mich.,
Chamber of Commerce.

employers so that shut-downs will result in the least confusion and difficulty for employees, the least conflict with the shut-down dates of others, and the least overloading of local transportation and accessible resort facilities.

“The Swing is to Spring” is but one of many catchy headlines used by Greyhound Bus in its national campaigns the last few years to build off-season business. Its advertisements, “The Early Bird Gets the Best Vacation,” “We’re Glad We Waited ‘til Fall,” “Better Late than Ever,” not only brought them many passengers but created new business for hundreds of resorts. No other one transportation serves directly so large a percentage of our population, so Greyhound is ideally fitted for its farsighted pioneering role. The bus industry, incidentally, has generously supported the work of the committee on year-round vacations.

The Santa Fe Railway, too, deserves special mention for its well-rounded 1948 early fall campaign to start travel rolling southwestward weeks ahead of the usual time. The Santa Fe, as well as the Southern Pacific, the Union Pacific, and other western lines have, of course, cooperated for years with the general program of the All-Year Club of Southern California. But there had never been an intensified, organized drive until All-Year Club’s Don Thomas challenged: “Let’s Break Out of the Short-Season ‘Strait-Jacket’!”

The “strait-jacket” has now been ripped open—as current advertising reveals and every resort manager knows. But it will not be in tatters until National Association of Travel Officials’ have the wholehearted cooperation and support of all the great transportation interests in the fullest development of their slogan: “Vacation time—Anytime . . . Every Season Has a Reason.”

Leading figures in the field of recreational travel comprise the year-round vacation committee of NATO. The rail, air, bus, shipping, sight-seeing, and hotel associations are represented by top executives, and five typical regional organizations have members, with two from the press. It is the first time in the history of travel promotion that every element has sat around one table with a common goal. Anyone engaged in the sale, promotion, or conduct of recreational travel is welcome to join NATO, to share in and contribute to this worth-while objective.

More Money for Highways

Clyde Edmondson

General Manager, Redwood Empire Association

Since the highways of the Nation carry approximately 85 percent of tourist travel, the element of public safety is paramount.

State and Federal highway construction funds adequate to build safe highways should be an important objective of every nonprofit travel organization.

Within each region qualified committees should be established by the civic organization serving that region. After field studies and traffic analysis this committee should set up priority lists of construction projects.

Recommended projects should be submitted to the State highway commission supported by traffic counts, mortality and accident statistics, economic evaluations, and other data; and thereafter discussed with the State highway engineers and the highway commission, month after month, until results are obtained. Photographs and movies of hazardous sectors and their congestions, and of accidents on those sectors, are effective evidence.

Support of the press, county and city officials, and civic, commercial, agricultural, industrial, and other organizations will help.

No highway commission can spend more money for construction than it has. The civic organization should support State legislation which, along with matching Federal aid highway funds, will build and maintain safe roads.

No longer is highway construction the primary concern of city, county, and State governments alone. It is equally a problem of the Federal Government, not only from the standpoint of the tremendous and increasing interstate traffic but also national defense.

As the result of heavy highway usage during the war and comparatively little construction, many parts of our national and State highway systems and certain county roads are substandard and hazardous, costly to highway users.

Modernization of our national highway system would cost the States and the Federal Government billions at present day prices. Construction costs have risen as high as 116 percent above prewar.

State roads not in the Federal system would cost many more millions. In one State, engineers estimate that \$1½ billion would be required to modernize its 14,000-mile State highway system to meet today's requirements—to say nothing of the future. Population and traffic volume is increasing daily. The same is true of many other States.

Thus the 48 states and the Federal Government have a common problem which can only be solved by a joint pooling of funds sufficient to meet growing traffic requirements.

It is therefore in the public interest for all organizations to urge the Congress to authorize and appropriate Federal aid highway funds for allocation and matching by the States.

This is one of the major legislative objectives of the National Association of Travel Officials, and the Redwood Empire Association which for more than 25 years has been conducting official intercounty highway promotion programs on behalf of its nine counties (San Francisco and Northbay, linked by Golden Gate Bridge).

Result: Over \$100,000,000 of State and Federal highway construction appropriations have been allocated to the Redwood Empire system of highways, now usable all-year.

Certain portions of the Redwood Empire were once practically inaccessible in winter and spring, and usable in summer and fall only over narrow, tortuous, one-way corduroy roads and "cow trails." Motorists could travel only three to four miles an hour, and risked slipping off mountain-side roads to the pounding surf or roaring stream below. At one point there was no highway at all; motorists had to use the beach—when the tide permitted. Modern hard-surfaced all-year highways now crisscross in this scenic and recreational redwood empire, thanks largely to the pioneering and intensive promotional efforts by the Redwood Empire Association.

Official highway and legislative policies are prescribed for the association by county boards of supervisors and commissioners and are supported in a thoroughly organized manner by constituents of the association including the Nine Counties Highways Committee and a cross-section of all types of organizations and people. Golden Gate bridge and highway district directors and officers cooperate with the association at all times in these promotional operations.



California redwoods. Standard Oil of California photo.

AN EDUCATIONAL PROGRAM For Travel Personnel

Carter M. Judah

Travel Contacts

Is the travel business a profession? Persons earning a living within any one phase of the industry prefer to believe that they do enjoy professional status because of their specialized knowledge. A true profession, however, implies preparation by a course of study and training to properly equip an individual for his chosen career.

Put the question, "How did you happen to enter the travel business?" to any number of persons now so engaged. The replies will be varied but the great majority will indicate a predominant element of chance affecting the decision. No particular training influenced the action, and knowledge of the business was gained through trial and error on the job.

There is no question that there are many capable and experienced persons in the travel business. Unfortunately, the trial-and-error method of learning on the job results in acquired information which is pertinent only to the immediate job. To attain real professional status such specialization should be augmented by a broad knowledge of all phases of the travel field.

Physicians, lawyers, and certified public accountants may specialize in certain phases of their professions. Because of a broad background of study and training, however, such specialists are also thoroughly grounded in the fundamentals of their respective vocations. Due to the lack of a formalized general educational program for the travel interests, the industry is composed of a group of specialists who are experts in their own narrow field.

There is definite need for a comprehensive educative program supported by all branches of the travel business to prepare young men and women for entrance into it. Recognizing such a need, the hotels have fostered the establishment of a complete 4-year course in hotel management at several leading universities. This example might well be followed by the railroad, steamship, air transport, bus, and travel agency branches. Rather than establish separate schools for each branch, however, a single school of travel could be created at a selected university. Many advantages would result from a unified school or schools for such study, since training and knowl-

edge along all lines of activity in the travel field would be highly desirable for the personnel engaged in any one particular branch.

A school of travel could logically be established within a school of business at a specified university. A 4-year business course with a major in travel would ground young men and women in the fundamentals of industry practice.

With the cooperation of the several component segments of the travel business, employment could be furnished to students during vacation periods which would actually be in the nature of an apprenticeship. Practical on-the-job experience could be gained by working in ticket offices of carriers, at travel agencies, at hotels and resorts, and by actual travel via various types of carrier.

As a further refinement, a graduate institute of travel could be established. This could be a year of intensive advanced study for graduates of the basic course who had entered any one phase of the travel industry and satisfactorily completed a required period of private employment. The prerequisite of such private employment is analogous to the young physician's internship.

Trained students entering private employment would probably enjoy little economic advantage in the early stages of their employment. However, such students, on the average, would progress more rapidly than untrained personnel without formalized background.

The advantages to be gained by the establishment of such an educational program are: A better service would be rendered to the public by travel business personnel; a definite improvement in the professional status of travel personnel would be realized, thereby attracting persons with a background of educational training in their field; the functions and problems of all phases of travel would be understood and appreciated by travel personnel as a whole.

The various businesses associated with travel in the United States which could support such an enterprise would no doubt find direct and ultimate benefits accruing to their own interests. Certainly this would provide a happy solution for the travel executives who have tried over and over again to find the right man for the job.

*The Atlantic,
Vintage 1832.*



Better and Bigger

Chicago Railroad Fair

Lenox R. Lohr

President

Welcomed by the American public as wholesome entertainment and acclaimed by railroad industry management for the tremendously effective presentation of its story, the Chicago Railroad Fair will stage a repeat performance this year designed to outdraw last year's.

The 1948 exposition had 2½ million visitors in 76 days. This year the show will run for 100 days, beginning June 25 and closing October 2.

Plans now awaiting only the final blueprinting before announcement call for dramatic new entertainment features, displays, and exhibitions, while the most successful of last year's attractions are being de-winterized and refurbished on the city's 50-acre lake-front stage.

Though more railroads than the 38 which participated in the initial show will join the fair this year, the 1949 keynote is "Better, rather than bigger, in '49."

Aside from the introduction of new and exciting entertainment, chief efforts will be directed toward more comfort for the visitor, including erection of new covered ways connecting the various exhibits as protection against sun and sudden showers, black-topping all walks, and adequate comfort stations, and move parking facilities.

In some instances the "bigger" aspect of this year's exposition cannot be avoided. For example, "Wheels a-Rolling," the pageant of rail transportation in America from its inception a century ago that drew 1,200,000 spectators and turned away other thousands for lack of room, will have a larger grandstand and more seats. Greater dining facilities will be available, too, with additional dining cars to be placed in service.

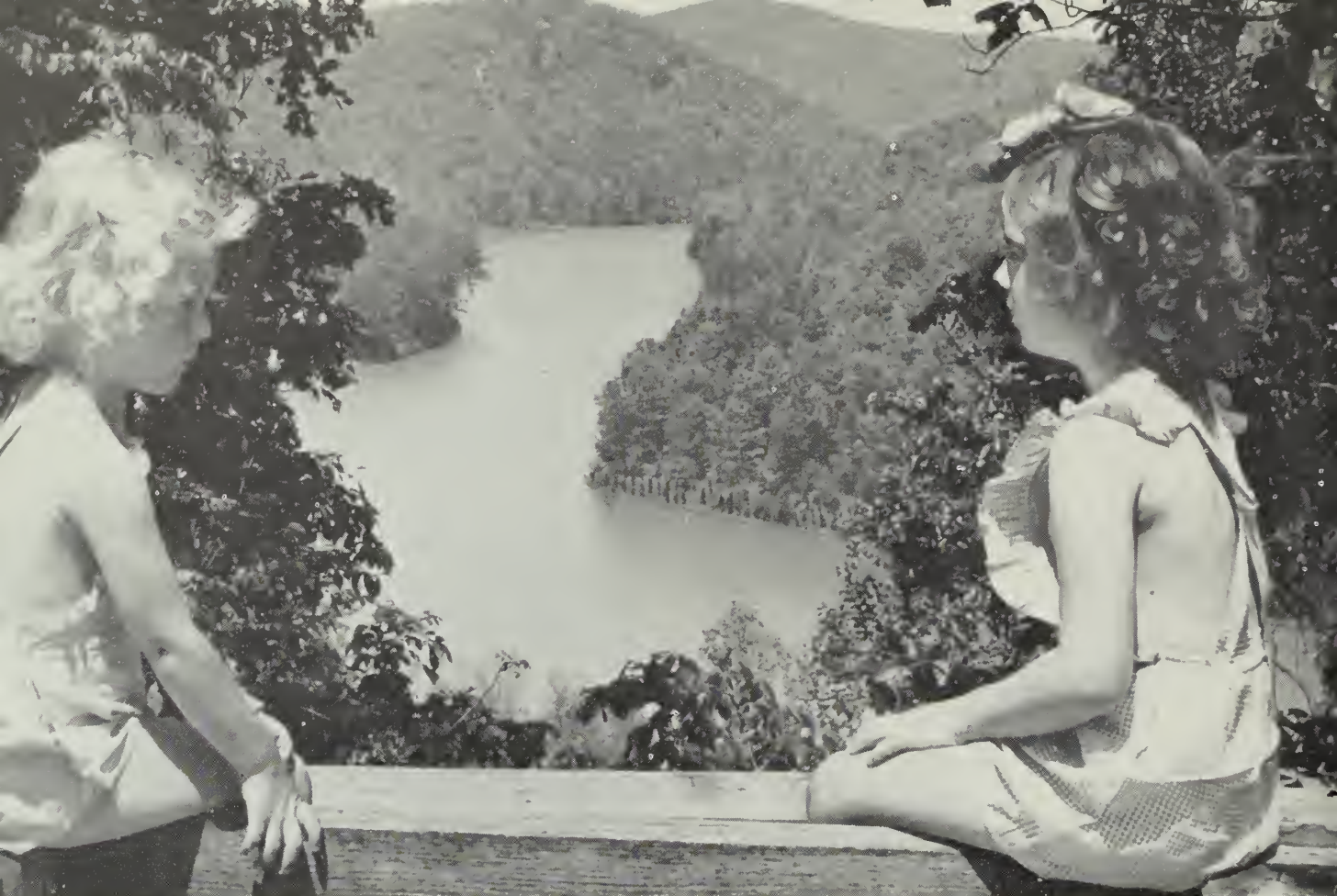
One of the fair's most popular features, the old-time



The crowds at last year's fair.

Deadwood Central Railroad, historic narrow-gage relic of early mining days in the Rockies, which several hundred thousand fans last year climbed aboard for colorful trips through the grounds, will also be an expanded "repeat" performance. A second narrow-gage train will be added and a passing track laid down to permit passage of the trains.

The Chicago Railroad Fair has not only proved to be good entertainment but is pointing the way toward a new concept of public relations: presentation of the role of industry under the American system of government—a role which has contributed so greatly to the world's highest standard of living.



Mohican Gorge, Mohican State Forest.

Ohio Development

John R. Advent

Executive Secretary, Ohio Development and Publicity Commission
Photos courtesy Ohio Development and Publicity Commission

During the height of the tourist season last summer Tom Cuning, director of Idaho's travel promotion department, sent me a wire in which he said: *Our thanks to Ohio. Every other car on the road bears an Ohio tag. Keep 'em coming.*

This wire told the Ohio Development and Publicity Commission a fact it already knew, that most of the 7,650,000 citizens of the Buckeye State take vacations—the majority of them in other States and countries.

This fact led to the current program now under way by the ODPC to make Ohioans aware of Ohio.

Ohio newspapers, magazines, and radio stations are the cannons for our ammunition. We have announced that the weekly and daily papers doing the best job of promoting Ohio to Ohioans would receive proper recognition. When the Ohio Newspaper Association next meets the "Governor's Award" goes to the winning newspapers.

Plans are being formulated to also include "Oscars" to the best Ohio-promotion radio presentations, and civic activities on the part of individuals and firms.

The 96 daily newspapers in Ohio carried ads, "Stay in Your Own Backyard, See Beautiful Ohio This Year." This is no attempt to be clannish. Heretofore Ohio has been lax in promoting itself. The Ohio Development and Publicity Commission, the State's official promotion agency, was not organized until 1939. Our first appropriation was only \$10,000. Last year's was \$60,000.

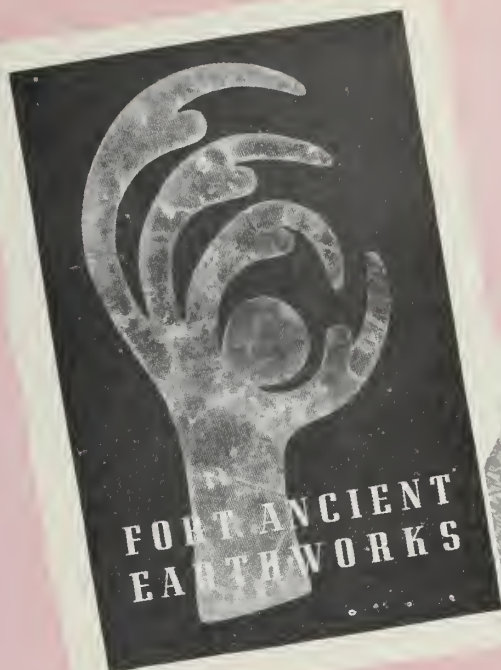
Very few Ohioans have really seen their State. Not many have seen the ten beautiful man-made lakes in the Muskingum watershed conservancy district, Marblehead Peninsula area, beautiful rugged southeastern Ohio, or taken a boat ride on Lake Erie or the Ohio River.

True, Ohio has no outstanding resorts. We like to think of it as "the poor man's vacation land," with plenty to see at a minimum cost. Hundreds of hotels and motor courts offer reasonable accommodations.

A number of booklets have been prepared, or are in the process of preparation, to keep the idea alive. An outstanding example is called *Historic Ohio*. The booklet was prepared in cooperation with the Ohio Archaeological and Historical Society, and lists the hundreds of shrines and historic sites in Ohio.

This does not mean we are turning away visitors from other States. For them the welcome mat is always out; they will receive all of the courtesy and attention we can whip up. But we do feel that we have an excellent travel market in our own citizens and we want to cultivate it.

Right: Two of the attractive Pamphlets issued by the Ohio State Archaeological and Historical Society on Scenic and Historical Spots of Interest to the Traveler. The cover design of the one on the left, Fort Ancient's prehistoric Indian burial grounds, represents an eagle's claw; Zoar, on the right, is a village established 1817 by 300 Wurttemberg Separatists.



Left: River steamboat on the Ohio. Bottom left: Ohio's highways to recreation are excellent. This pleasant road through the forest is near Indian Lake. Below: Scene at Sharon Woods, 12 miles east of Cincinnati.



Rebuilding the

Alaska Railroad

Col. J. P. Johnson

General Manager

The 470-mile Alaska Railroad from Seward and Whittier on tidewater to Fairbanks in the heart of the interior is a vital link in the defense chain from Alaska.

Mountainous country of unmatched scenic beauty makes operation and maintenance problems in this Arctic country stupendous.

Began in 1915, the Alaska Railroad, which is Government-owned and Department of the Interior operated, has played a leading role in the development of the Territory. During the war the railroad carried the bulk of the Army's supplies. At the end of 1945, however, the line was in a precariously run-down state.

On assuming managership of the railroad in January 1946, I was convinced after a personal survey of the route that it would have to be entirely rehabilitated to make it safe and efficient and contribute its part to the national defense program. I suggested a 5-year \$50 million project.

The rebuilding program will be pushed through in 3 years. This year will probably see completion of many important phases. The program provides for a wide assortment of work on practically the entire rail line. It includes a new right-of-way with properly ballasted track; 115-pound rail to replace worn 70-pound steel; a modern working plant to supplant the cramped shops that lowered workmen's efficiency and morale; and new rolling stock.

We have been fortunate to obtain about \$2 million of Army surplus rolling stock collected from all over the Nation, at great savings to the taxpayer.

Ingenuity on the part of Alaska Railroad engineers has played its part. For example, we acquired the Denver Remington shell plant from war surplus. It contains about a thousand tons of structural steel. The plant was dismantled last summer and shipped to Anchorage where the 320- by 230-foot building was re-erected. Converted, it is now Alaska's largest building and houses the Diesel locomotive and heavy equipment shops.

With the completion of the rehabilitation program, we envision eventually an 8-hour schedule for the 350-mile run from Anchorage to Fairbanks. We believe that the road will be equipped and prepared to handle the Army's defense material speedily and to service efficiently Railbelt Alaska, the Territory's most rapidly growing section.

Naturally we are delighted to carry tourists over the line to see Alaska's scenic grandeur. Although tourists cannot be accommodated in large numbers at many interesting points, nevertheless far-sighted Alaskans envision the day when the tourist trade will be one of the Territory's principal sources of income.

The Alaska Railroad carries the sightseer from the fjords near Seward, through the Kenai Peninsula where the track passes only a few hundred yards from active glaciers, into the Alaska Range and the "backyard" of Mount McKinley, North America's highest peak.

The rail line winds through both the Matanuska and Tanana River Valleys—Alaska's two most productive farming areas. A visit to either will soon convince one that Alaska is a land of wide agricultural capabilities. The profusion of flowers, root crops, grains, berries, and herds of sleek dairy cows in both the Matanuska and Tanana Valleys belie the legend of Alaska as a land of perpetual snow and ice.

The railroad operates Mount McKinley hotel, a model hostelry that ranks with Alaska's best. The hotel is located on the railroad 235 miles north of Anchorage and 125 miles south of Fairbanks, right in the heart of the wilderness. It accommodates 150 guests comfortably.

McKinley Park's 3,030 square miles make it second only to Yellowstone in size among the Nation's national parks. It is a home for moose, bear, fox, wolves, sheep, and 30 other mammals. Well over 100 kinds of birds nest in the park. Some of the world's biggest caribou herds migrate across the area.

The railroad also operates a hotel at Curry, 135 miles north of Anchorage.

As part of its mission to develop the Territory, the Alaska Railroad also runs steamboats each summer on the Yukon River. These stern-wheelers make the journey from Nenana up-river to Fort Yukon and down-river as far as Marshall, a 2-week 1,500-mile round trip. There are a limited number of accommodations for tourists aboard the river boats.

Working on the 470-mile right-of-way. Below: The "Loop," halfway between Anchorage and Seward.





Releasing balloon for upper atmosphere data, and airline pilots getting weather information. First photo courtesy Weather Bureau; second, Detroit Free Press.

What's the Weather

F. W. Reichelderfer, *Chief, United States Weather Bureau*

In planning travel for business and vacations nearly every person thinks about the weather. This means in most cases that an inquiry is directed to the United States Weather Bureau or an effort is made to get the needed information from the forecasts and bulletins disseminated by the Weather Bureau by radio and in the newspapers. In recent years this has brought a big increase in work.

Since the war there has been a steep upward trend in the Nation's demands for weather information. This upward trend has reached a point where the Weather Bureau, using its facilities to the utmost, is overloaded with calls. As an example, automatic daily telephone calls for weather in the District of Columbia have increased from a prewar 10,000 to more than 60,000 daily.

A large share of this increased public interest in weather is a result of the high level of employment in the United States, the increasing interest in the effects of weather conditions on people going to and from work, and general public resumption of business, tourist, and vacation travel on an enlarged scale in the postwar years.

Also contributing is the growing appreciation of the need for weather information in agriculture, aviation, commerce, and industry. Every new application of weather forecasts to business gives rise to a flood of requests.

To meet this situation the Weather Bureau endeavors to make the greatest possible use of mass-communication methods.

Therefore, while it is not possible for the Weather Bureau to give each traveler a special forecast, the Bureau does endeavor to make the needed information available.

Public demand for weather information on the radio

has induced 186 radio stations to install microphones and direct connections to Weather Bureau offices in all parts of the country. At intervals of two to five times a day the weathermen, with their latest maps and reports, speak directly to large radio audiences. These are programs with high listener interest, especially so in agricultural States. They assure widespread receipt of important warnings when conditions impend which are dangerous to life and property. The traveler can pick up these broadcasts on his automobile radio as he passes from State to State.

In travel by air, of course, weather is vital. The Weather Bureau has offices at the larger airports where pilots can look at the latest maps and reports. At the same time reports are broadcast by radio range stations on the airways. Weather forecasts and information are supplied also for travel by rail and water.

In the 60,000 and more calls that come daily to the automatic forecast repeater on the telephone system in the District of Columbia each caller may be assumed to have a definite weather question in mind. While the question may or may not be fully answered by the generalized forecast, it is obvious that the weathermen in person cannot answer them all individually. The only workable solution is to give the forecasts in such a way as to satisfy the largest possible percentage of the inquiries.

Motorists or vacationers before taking a trip may be assisted by writing to the Weather Bureau offices along their route to get the latest weather broadcast schedules so that they may keep in touch as they go.

AT YOUR SERVICE

Our National Forests

John Sieker

Chief, Division of Recreation and Lands, Forest Service

The 180 million acres of recreation area in our 150 national forests receive over 21 million visits yearly, for picnicking, camping, skiing, fishing, hunting, swimming, hiking, mountain climbing, and riding.

There are 4,500 public camp and picnic areas at which 280,000 people can camp and picnic at one time, and 236 winter sports areas and 65 organization camps maintained by the Forest Service. In addition, organizations have built 300 organization camps for group use at which thousands of young people enjoy low-cost vacations.

Private capital under a special-use permit also has constructed and operates 500 resorts at which vacationists and tourists can get reasonably priced accommodations. On areas not needed for public use the Forest Service permits individuals to build summer homes for personal use for a moderate fee.

The national forests have 120,000 miles of forest highways and roads, 136,000 miles of trail for horse or foot travel, and 70,000 miles of good fishing streams.

Add to this 100 million acres of good hunting country and 14 million acres of wilderness and you have a summary of the type and variety of recreation available in the national forests.

In general, visitor restrictions are limited to those necessary for the safety of the users and the protection of the forest. No one is required to have a guide in the national forests. Hunting and fishing are regulated by State law and some States require a guide for out-of-State hunters. During dry summer or fall weather rigid fire control is necessary and some areas are closed to all use.

Starting in 1949 the Forest Service will make a small charge for camping and picnicking at a representative group of its larger recreation areas. Most areas will still be free. This new policy will be experimental, charges will be 50 cents per party of not over six for camping, and 25 cents to 50 cents per party of not over six for picnicking.

The Forest Service does not conduct tours or provide recreational programs. However, at some private resorts there are organized activities and guided trips through the forest and into wilderness areas.

The forest supervisor in charge of a national forest is responsible for its administration and management of resources. Each forest has available for distribution pamphlets and maps of its recreation facilities. The forest supervisor cannot furnish detailed information about accommodations at resorts or dude ranches in or near the forest, which should be requested from local chambers of commerce or civic associations.

Available at all forest supervisor and regional forester offices or from the Chief, Forest Service, Washington 25, D. C. are: National Forest Vacations, a general description of recreation resources of the national forests and a

list of forest supervisors' offices and addresses; Rules and Suggestions for Recreation Visitors on the National Forests, a list of fire restrictions and suggestions to visitors; a map of all national forests with addresses of forest supervisors; and a list of national forest wilderness areas and map with a short synopsis of each area.

Interior Department Centennial

Open house with a public reception attended by Congressmen dealing with Interior programs as guests of honor marked the Department's hundredth birthday last month. "The Department dedicates itself," declared Secretary Krug, "to vigorous attainment of the resource goals necessary to keep this land of freedom, prosperity, and expanding opportunity for the people."

C & NW-UP R. R. Tours

Nearly a hundred all-expense escorted tours are offered the public this year by the joint Department of Tours of the Chicago & North Western Ry. and Union Pacific R. R.

The trips will range from 9 to 16 days at rates from \$170 to \$385 including tax. Six will be leaving every week-end during the entire summer, beginning May 28, with the last leaving Chicago September 4.

National park tours included are Rocky Mountain (9 days), Yellowstone (9 days), Zion-Grand Canyon-Bryce-et al. (12 days), Yellowstone-Zion-Grand Canyon-Bryce-et al. (14 days), Yellowstone-Rocky Mountain (12 days), and Yosemite via Hoover dam with a California auto tour that goes down to Tiajuana (16 days).

The department's tours are complete in all details with no itineraries or costs to be figured out by travel agents—just one reservation to write or wire for.

A 16-page illustrated folder and 48-page "Summer Tours" book are available on request from I. D. Kessler, manager, Department of Tours, 400 West Madison Street, Chicago 6.

This Week Travel Package

Culmination of an industry-government cooperative effort came with the public announcement in the April 24 issue of This Week magazine of the availability of the This Week Vacation Guide (68 pp.) and the United States Travel Division recreational area map as a package for individual travelers. The map and guide combined sells for \$1. The map alone costs 25 cents. Inquiries and orders should be addressed to: This Week, P. O. Box 239, Station G, New York 19, N. Y.

Correction

An interchange of photographs in the April issue resulted in confusing the identities of United States Travel Division Collaborators J. S. Turner and James B. Robbins. The picture on the bottom left on page 10 is Mr. Turner. The one on the right is Mr. Robbins.



Travel Round-up

MEDIA

Press

SUNSET MAGAZINE for May will have 20 columns of travel copy with emphasis on little-known western vacation areas. Also articles on mountain clubs of the West; organized trail trips; fishing the North Umpqua (Oreg.), how to charter a boat; Mount Baker; and fishing Crowley Lake (Calif.).

HOUSE BEAUTIFUL May issue will have a special travel feature, Take a Shopping List to Santa Fe, with a full page of typical Indian handicraft in four colors, in addition to its regular monthly travel news feature, How to Leave Home and Like It.

THE DETROIT NEWS travel exposition this year runs May 4-8. Over 10,000 visited it daily in 1948; national air, rail, steamship, bus, and automobile companies exhibited; also domestic and foreign travel agencies and bureaus; State governments, chambers of commerce; resorts.

CHICAGO JOURNAL OF COMMERCE has begun a new feature to stimulate more interest in travel by business executives—Travel for Trade, a column of costs, transport and hotel facilities, currency changes, passport regulations, sightseeing and other services, industrial fairs, etc.

MADemoiselle announces a second edition of popular Trips for 2 covering correct clothes for women, hints for men, addresses of pertinent organizations for 10 trips to widely varied places. Ten cents to readers and 5 cents in lots of 100 to the trade.

THE DETROIT NEWS has scheduled the following *special travel editions*: Travel show number May 3, summer travel section June 12, early fall travel section October 2, and winter travel section December 18.

Visual

THE STATE DEPARTMENT has asked Union Pacific R. R. for 100 prints of the 16-mm. sound-color film, Sun Valley Spring Ski Chase, for distribution to the informational film libraries maintained in about 90 countries.

Direct Mail

SEEING ALASKA—a pamphlet describing hotel facilities and places of interest with a map of the Territory and highways to it—is expected off the press

shortly. Alaska Development Board, 117 Federal Building, Juneau.

"The Alaska Highway—Canadian Section," 8 pp. For free distribution by Northwest Territories and Yukon Services, Lands and Development Services Branch Department of Mines and Resources, Ottawa, Canada. General information pertaining to travel regulations, fish and game regulations, immigration and customs requirements, accommodations and services, and business opportunities. Contains a map and table of distances.

CALIFORNIA CENTENNIALS has issued a Historical Caravan Presskit, very complete, in color, with enclosures describing various panels of the caravan which has begun its 2-year tour as the State's own version of the Freedom Train. Available on request, Ferry Building, San Francisco, or 1212 Wilshire Boulevard, Los Angeles.

CAPE COD Chamber of Commerce (298 Main Street, Hyannis, Mass.) has issued a pictorial map folder in color, a folder directory of 40 pages and a special folder-size reprint on Salt Water Fishing on Cape Cod.

A **NEW SET** of 33 highway maps is off the presses and available at all Cities Service dealers.

NEA TOURS 1949, a nicely illustrated 24-page printed booklet describing seven tours planned especially for teachers, with information costs, etc., is issued by the Division of Travel Service of the National Education Association, Washington 6, D. C. Indiana University's school of education gives credit to students making these tours.

WEST MICHIGAN and its tourist attractions are featured in a 150-page booklet, Carefree Days. West Michigan Tourist and Resort Association, Rowe Hotel, Grand Rapids 2.

EXTREMELY COLORFUL is an 18-page booklet and large 24-panel folder on Yavapai County in the "Heart of Arizona" issued by the Board of Supervisors, Prescott.

NEW HAMPSHIRE has brought out its Troubadour Yearbook, first since 1940, for vacation inquirers; also a new edition of the State's tourist map with new items such as tourist information booths, a list of fishing lakes and streams, etc. New Hampshire State Planning and Development Commission, Concord.

MAINLINER FLIGHT PLAN is a 24-page booklet in color on United Air Lines preflight planning, weather forecasting, radio range stations, instrument landing, ground control, use of alternate airports, control of traffic.

THE HAYWARD AREA of California has a 1949 Directory of Information published by its chamber of commerce, with map insert. Printed, 40 pages.

GOURMET GUIDE, by Pan American-Grace Airways, itemizes the "best eating places in every country in South America" in 56 pages with other information on airways, banks, clubs, as well as hotels and restaurants.

MILEPOST 100 tells the Burlington Line's story of development 1849-1949. Slick paper, illustrated, 64 pages.

UTAH has issued a new pictorial map of the State and also a historical trails map showing routes of explorers, early wayfarers and immigrant trails in relation to the highway system. Department of Publicity and Industrial Development, 8 West Second South, Salt Lake City 1.

NEGRO MOTORIST Green Book 1949 travel guide includes listings in Bermuda, Canada, Mexico, and Alaska, as well as U. S. Pocket size, 80 pages, 75 cents, Victor H. Green & Co., 200 West One Hundred Thirty-fifth Street, New York City.

MISSOURI has a large new map in color and a richly illustrated booklet entitled Variety Vacations. State Division of Resources and Development, State Office Building, Jefferson City.

TWO RETAIL MANAGEMENT BOOKS by the New York State Department of Commerce (112 State Street, Albany 7) cover the subjects of Customer Relations (24-pages), and Store Management and Display (18-pages).

NEW, COLORFUL FOLDERS are out on Jackson, Mich. (Greater Jackson Association, 100 East Michigan Avenue, Jackson); Sun Valley, Idaho (any Union Pacific travel office); Silver Springs, Fla. (publicity director, same city); Beverly, Mass. (Chamber of Commerce, 242 Cabot Street); Lexington, Ky., with pictorial map (Board of Commerce, same city); Southern California vacation land spring—summer—fall—winter (All-Year Club of Southern California, 629 So. Hill Street, Los Angeles 14).

PEOPLE

Pan American Visitor Register

Pan American Union issues a neat pocket-size Register of Visitors every other week listing distinguished visitors to Washington, D. C., from the American republics, sent free to any Government office or private institution. Visitors are listed

alphabetically by country with salient information on arrival, stay, business connection, purpose of visit, address where may be reached while here.

Congressman Lea

With a wealth of experience in national transportation problems gained from 28 years in the House of Representatives, 10 as chairman of the House Committee on Interstate and Foreign Commerce, Clarence F. Lea joins the Transportation Association of America as director of governmental relations.

DEVELOPMENT

Immigrants Assisted

Practical assistance to immigrant travelers is offered by Pan American World Airways. Known as the prepaid clipper passenger plan, the assistance consists of selling in this country prepaid transportation from any point on Pan American routes, establishing a fund up to \$500 for travel and incidental expenses, helping to get necessary papers, and advising the immigrant in his home town that his tickets and fund are available.

New Convention Halls

Milwaukee and Omaha have voted money for new convention and exhibit halls, and the San Francisco Convention and Exhibit News reports also that a Los Angeles engineer has been comparing SF's proposed convention center with one proposed in Los Angeles. Milwaukee's will cost \$4 million, Omaha's \$5 million.

Puerto Rico Tourist Boom?

Simmions Tours predicts that the new 300-room Caribe-Hilton now being built in San Juan will not be able to take care of visitors expected on the island. A. L. Simmions plans to make San Juan a stop on all future West Indies cruises.

Fishing for College Credits

Trout fishing is on Farragut College's curriculum in north Idaho. Handily, the State's largest lake, Pend Oreille, is on the school's 1,400-acre campus.

The University of Miami also gives credits (2) for a fishing course at a cost of \$35 including boat.

New Natural Arch in Utah

A new natural arch of white sandstone 152 feet high with a 12-foot thick bridge has been found in eastern Kane County, Utah, 40 miles east of the southern tip of Bryce Canyon National Park.

Bluebeard's Castle Hotel

Contracting to expand accommodations, modernize equipment, and increase recreational facilities, Barnett and Associates of New York have leased Bluebeard's Castle Hotel at St. Thomas, Virgin Islands, from the Interior Department for 20 years at an annual rental of \$18,000.

CARRIERS

Mexico City Side-trip by Air

American Airlines is offering a side-trip of any duration to Mexico City for \$59 to rail travelers (Dallas and El Paso, points of flight) as well as to coast-to-coast plane passengers.

Gift of a Trip

Union Pacific has a "gift-wrapped" order for a railroad trip by newlyweds, school graduates, etc., that is cashed in by the recipient for railroad transportation.

Gustavus, Alaska

Pacific Northern Airlines has added Gustavus, Alaska, in southeastern Alaska to its routes.

New Broadway Limited

Pennsylvania R. R. has issued material on its new Broadway Limited, including interesting historical information (first "through" service initiated in 1902 with the "Pennsylvania Special," later called the "Broadway Limited" in 1912) with photographs.

Trailways 1949 Tour Program

A complete set of tour folders and new agent's manual is expected off the press this month by Trailways Bus Lines, 185 North Wabash Avenue, Chicago 2.

Air Transport Progress

Aviation Week in its Little Known Facts points out that more progress was made in 1948 in scheduled air-line operations than any previous year in history. Final figures may show less than \$5 million loss compared with nearly \$22 million the preceding year, a safety record best in 13 years, airmail and parcel post setting new marks, and air freight skyrocketing.

Family Flying

One of every 12 passengers on United Air Lines now travels reduced rate "family plan" the first three days of the week, and the company is flying as many revenue passenger miles per family fare day as on other days.

Clipper America in Service

Pan American's first giant clipper America plane goes in service this month on the San Francisco-Los Angeles-Hawaii passenger miles per family fare day as on cargo.

FOR THE RECORD

Minnesota Vacation Survey

A 48-page printed booklet summarizes results obtained from a survey of the State's vacation business. Entitled Steps

to Better Vacations in Minnesota. Department of Business Research and Development, State Capitol, St. Paul 1.

Texas Tourist Trade

The Texas Highway Department (Austin) has released the Traffic Services Division's 1948 report on out-of-State visitor business showing graphically that it is the third largest revenue producer, amounting to \$114,528,000.

Mexico Travel Up

Travel into Mexico by Laredo is higher this year than last, reports the AAA's Travel News.

New England Vacation Literature

Available from the New England Council, Statler Building, Boston, a directory of New England vacation literature is free on request, covering all individual States as well as the area as a whole.

More Geese and Ducks

The Fish and Wildlife Service of the Interior Department has announced that the continent's geese and ducks have increased, respectively, 32 and 12 percent over last year's inventory, but that coots have dropped off 56 percent.

Last month, Ducks Unlimited's trustee board met at Reno, Nev., with representatives from all 48 States to devise means of improving Canadian breeding grounds.

Traffic Volume 8 Percent Higher

January motor traffic in the United States, totaling 27,740 million vehicle-miles, was up 8 percent over last year and 33½ percent over January 1941, according to the Public Roads Administration. Traffic in the East was 20 and 34 percent higher than in January 1948 and January 1941, respectively, and in the central United States 7 and 35 percent higher, but in the West the volume fell off 9 percent from last year, although still 28 percent above January 1941.

BOOKS

The first three volumes in *The World in Color* series have been announced by Whittlesey House, New York 18.

France, by Robert Roumagnac (\$5) has already reached booksellers. May is publication date for *Switzerland* (\$4.50) and June for *Great Britain* (\$6). Biggest news is the announcement of *The United States* for fall release.

A new volume, *Sierra Nevada Lakes* (\$4), joined Bobbs-Merrill's American Lake Series, April 15.

Another fine series, Duell, Sloan and Pearce's American Folkways Books, will add an especially interesting title in June: *Niagara County*, by Lloyd Graham (\$3.50).

University of Pennsylvania Press announces May publication of *Pennsylvania Songs and Legends* (\$5) edited by George Korson, which is a comprehensive collection of folklore from one of the most interesting States.

JUNE						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

National Calendar of

Events

JUNE

- Lake Spofford, N. H.—Saturday and Sunday Sailboat Races (June to Aug. 1949).
 Lewes, Del.—Sunday Yacht Races (June to Sept. 1949).
 Stanton, Del.—(Delaware Park), Horse Racing (all month).
 Zion, Ill.—Sunday performances of Passion Play (all month).
 2 Reading, Pa.—Rose Show.
 2-4 Priest River, Idaho—Annual Log Drive Celebration.
 2-4 Bay City, Tex.—Firemen's Rodeo.
 3-5 El Cajon, Calif.—Country Fair and Horse Show.
 3-5 Ojai, Calif.—Festivals.
 3-5 Tracy, Calif.—Frontier Days.
 3-5 White Horse Ranch, Nebr.—11th Albino Horse Show.
 4 Near Medora, N. Dak.—Dedication Theodore Roosevelt National Memorial Park.
 4 Philadelphia, Pa.—Elfeth's Alley Day.
 4-5 Costa Mesa, Calif.—Fish Fry.
 4-5 Lompoc, Calif.—Flower Show.
 4-5 Santa Maria, Calif.—Rodeo.
 5 Berkeley, Calif.—Arlington Hills Horse Show.
 5 Los Altos, Calif.—Fiesta Horse Show.
 5 San Diego, Calif.—(Point Loma), Portuguese Fiesta.
 6-10 Watertown, N. Y.—Dairyland Festival.
 6-12 Nashville, Tenn.—Horse Show.
 8-12 Portland, Ore.—Rose Festival.
 9-12 Larkspur, Calif.—49'er Fiesta.
 10-12 Beaumont, Calif.—Cherry Festival.
 11-12 Livermore, Calif.—Rodeo.
 11-12 Greybull, Wyo.—Days of '49.
 12 Healdsburg, Calif.—Horse Show and Dog Trials.
 12 San Diego, Calif.—(Alvarado Canyon), 4th Annual All-Western Horse Show.
 12 Santa Cruz, Calif.—Horse Show.
 12 Trail Ridge and Grand Lake, Colo.—Sunrise Slalom and Water Ski Tournament.
 12 New Smyrna Beach, Fla.—Outboard Motorboat Racing Championships.
 12 Mt. Hood, Ore.—Golden Rose Ski Tournament.
 12-13 Corpus Christi, Tex.—Buccaneer Days.
 13 Sandia & Taos Pueblos, N. M.—Feast Day, San Antonio de Padua, Fiesta and ceremonial dances.
 13-19 Memphis, Tenn.—Le Bonheur Horse Show.
 14 Philadelphia, Pa.—Flag Day at Betsy Ross House.
 14-19 Sonoma County, Calif.—8th Annual Trail Blazers' Trek.
 15-30 Deadwood, S. Dak.—"Trial of Jack McCall" (Mon., Tues., & Thurs. nites)—(June 15-Sept. 5, 1949).
 16-18 Riverside, Calif.—De Anza Days.
 16-19 Salinas, Calif.—California Rodeo.
 17 Exeter, Calif.—Annual Horse Show.
 18 Modesto, Calif.—Horse Show.
 18-26 Vallejo, Calif.—Solano County Fair.
 19 Lakeside, Calif.—Horse Show.
 19 Lemon Grove, Calif.—9th Annual Mission Rancho Horse Show and Pit Barbecue.
 19 Novato, Calif.—Horse Show.
 19 Pala Mission, Calif.—Corpus Christi Celebration.
 19 St. Martinville, La.—Corpus Christi Procession.
 19 Santa Fe, N. M.—Corpus Christi.
 20 Roan Mountain, Tenn.—Rhododendron Festival.
 20-30 Philadelphia, Pa.—Robin Hood Dell Concerts (June 20-Aug. 4, 1949).
 20-30 Dallas, Tex.—Starlight Operetta Season (June 20-Aug. 28, 1949).
 21-23 Hot Springs, Ark.—3d Annual Horse Show (evenings only).
 22 San Francisco, Calif.—Dramatic Century Celebration opens.
 22-26 Eureka, Calif.—9th District Fair.
 22-30 Custer State Park, S. Dak.—Western Melodramas (June 22-Sept. 5, 1949).
 24 San Juan, N. M.—(Taos & Acoma Pueblos) Feast Day of San Juan Bautista, Corn Dances.
 24 Wellsboro, Pa.—State Laurel Festival.
 24-26 Eureka, Calif.—Redwood Empire Rodeo.
 24-30 Del Mar, Calif.—San Diego County Fair (June 24-July 4, 1949).
 25-26 Newport, Calif.—(Balboa Harbor), Ship's Rock Yacht Regatta.
 25-30 Chicago, Ill.—Railroad Fair (June 25-Oct. 2, 1949).
 26 El Cajon, Calif.—Riding Club Gymkhana.
 26 Santa Fe, N. M.—De Vargas Memorial.
 29-30 Chattanooga, Tenn.—Horse Show (June 29-July 1, 1949).
 29-30 Pleasanton, Calif.—Alameda County Fair (June 29-July 9, 1949).
 30 Salem, Ore.—Cherryland Festival (June 30-July 2, 1949).
 30 Linesville, Pa.—Firemen's Jubilee (June 30-July 2, 1949).
 30 Oceanside, Calif.—Days of San Luis Rey (June 30-July 3, 1949).
 NFD¹ Little Rock, Ark.—Junior Vegetable Show.
 NFD¹ Black Canyon, Idaho—Annual Regatta.
 NFD¹ Emmett, Idaho—Cherry Blossom Festival (tentative).
 NFD¹ Lexington, Ky.—(Trotting Track) Blue Grass Sportsmen's Club Show.
 NFD¹ Ashland, Ky.—American Folk Song Festival.
 NFD¹ Biloxi, Miss.—Annual Deep Sea Fishing Rodeo.
 NFD¹ Las Vegas, N. M.—(Storrie Lake), Water Carnival.
 NFD¹ Toledo, Ohio—Mills Trophy Race.
 NFD¹ Cleveland, Ohio—Great Lakes Regatta.
 NFD¹ Seaside, Ore.—Lewis and Clark Festival.
 NFD¹ Seaside, Ore.—Camera Day.
 NFD¹ Pocono Mountains, Pa.—Laurel Blossom Festivals (mid June).
 NFD¹ Sumter, S. C.—Iris Festival.
 NFD¹ Knoxville, Tenn.—Wild Flower Festival.
 NFD¹ Bellingham, Wash.—Lumni Stomish Water Carnival.
 NFD¹ Darrington, Wash.—Timber Bowl Celebration.
 NFD¹ Kalama, Wash.—Strawberry Festival.
 NFD¹ Sequim, Wash.—Annual Irrigation Festival.
 NFD¹ Toppenish, Wash.—Treaty Day.
 NFD¹ Lynden, Wash.—Strawberry Festival.
 NFD¹ Quinalt Lake, Wash.—Salmon Derby.

¹ No fixed date or tentative. Additional information available from chamber of commerce in city or town.



Kalapana Black Sand Beach, Hawaii